

Citizens Transportation Oversight Committee
Arizona Department of Transportation, Board Room 145-147
Phoenix, Arizona 85007

January 31, 2006
Meeting Minutes

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation Board Room 145-147, 206 South 17th Avenue, Phoenix, Arizona on January 31, 2006 with Chairperson Roc Arnett presiding.

Board Members Present:

Roc Arnett, Chairperson
Terry Rainey, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4
Jack Lunsford, Member at Large

Board Members Absent:

None

Others Present:

Bill Hafeman, Citizen	Bill Hayden, ADOT
Kwi Kang, ADOT	Dan Lance, ADOT
Dale Buskirk, ADOT	John Hauskins, ADOT
Devon Guthery, Von Guthery & Assoc.	Sandra Quijada, ADOT
Jeff Martin, City of Mesa	Edward Johnson, Citizen
Dianne "D.D." Barker, Citizen	William "Blue" Crowley, Citizen
Chuck Ullman, Citizen	Elizabeth Neville, ADOT
Michael Hendrickson, Citizen	Ron Loar, ADOT

1. Call To Order:

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 4:00 p.m.

Chairperson Arnett presented Mr. Lykins with a Certificate of Appreciation plaque from the Governor in recognition of his service to the Citizen's Transportation Oversight Committee. He noted this will be the last meeting of Mr. Lykins six-year term on the Committee and he will be missed.

2. Approval of Minutes for December 13, 2005:

Chairman Arnett asked for a motion to approve the minutes of the December 13, 2005 meeting. Mr. Lykins moved to have the minutes approved. The motion was seconded by Mr. Rainey and passed unanimously.

3. Staff Report:

Bill Hayden, ADOT, reported the following information:

- Red Mountain Freeway, Power to University: Originally programmed at \$144 million. Two bids received, one by Pulice Construction for \$195 million accepted. Total project cost now stands at \$213 million. The first phase is now underway and includes utility relocation. Construction will begin upon completion of utility relocation. We anticipate completing the project in 2008.
- Red Mountain Freeway, SR51 to Price Freeway: Design Concept Report and Environmental Documents are underway. Both should be completed in early 2007.
- I-10 Wildhorse Pass TI: Landscaping project was awarded to Valley Crest for \$1.9 million. The bid came in \$300,000 over the program estimate.
- Santan Freeway, Gilbert to Frye: Plans are complete. Anticipate advertising next month.
- Santan Freeway, Frye to Power: Plans are complete. Project advertised in January.
- Santan Freeway, Power to Elliott: 100% plans are due this week.
- Sky Harbor: 30 percent plans are completed. Final design is on hold pending City of Phoenix study, which will address access on the east side of the airport.
- South Mountain Freeway: The preferred Westside alternative will be identified later this spring. We anticipate the Draft EIS to be completed thereafter and we will then begin to hold public hearings. A Record of Decision is expected in 2007.
- Estrella Freeway (Loop 303), Happy Valley to I-10: Draft DCR and Environmental Documents are finalized. We are waiting for a Change of Access report to be approved by the FHWA. 30 percent plans will be completed this year.
- I-10 to US60: 30 percent plans are underway and are expected to be completed in March.
- Peoria Avenue to Grand Avenue: 30 percent Plans are also underway.
- West valley communities are interested in the possibility of accelerating construction of the Loop 303. Availability of funding is a key issue and various alternative funding measures, including participation by local governments, are being investigated.
- I-10 (Papago/Maricopa), SR85 to SR101: DCR and Environmental Documents are underway and due in April.
- Loop 303: 30 percent plans are to follow in May.
- Grand Avenue TI: 95 percent plans are due in February.
- SR85, Loop 303 to Dysart: The 11 mile section is anticipated in third phase of the current Regional Transportation Plan.
- SR85, Loop 303 to Dysart: This 9 mile section is currently scheduled for FY 2011.
- SR85, Dysart to Loop 101: Currently scheduled for FY 2014. Acceleration of this section of I-10 is even more important to the west valley than the Loop 303. Great effort has been undertaken by west valley Mayors and staff to look at various alternative measures to accelerate construction of I-10. The decision will ultimately be predicated on the availability of funding.

Dramatic growth in the west valley has exceeded all expectations and there is a pressing need to accelerate the project.

- Agua Fria Freeway, Bethany Home Road TI, north half: 95 percent plans are due in February.
- Pima Freeway, 64th Street TI: 95 percent plans were submitted in January. This is one of the seven projects being recommended for deferral from FY 2006 to FY 2007.
- Pima Freeway, Princess Drive to Red Mountain: Asterisk Engineering Firm was selected to do the design plans.
- Pima Freeway, Red Mountain Freeway to Baseline: Jacobs Engineering was selected to do the HOV design.
- US60, Gilbert Road to Power Road: 100 percent plans are completed. Advertisement is scheduled for later this year.
- Grand Avenue, SR303 to SR101: DCR and Environmental documents are underway and due in December 2006.
- 71st Avenue to Grand Avenue Canal: Was awarded to Fisher Sand, Rock and Gravel for \$3.3 million.
- SR51, Shea to Pima: Stanley Consulting was selected to do the design plans. IT is anticipated for construction in FY 2008.
- CTOC will meet with the State Transportation Board and the MAG Regional Council in April to review the program in its entirety.

The following questions and comments were made:

- Mr. Rainey asked why HOV lanes were not part of the original design on Pima. Mr. Hayden said budgetary issues and the lack of connectivity between the freeways were the primary reasons. The primary focus at that time was to construct the freeway. We currently have 73 miles of HOV lanes open to traffic and with the Regional Transportation Plan we will add another 158 miles of HOV lanes.
- Mr. Lunsford said acceleration of SR85 is needed not only to relieve congestion, but for safety reasons as well. Mr. Hayden agreed. Mr. Lunsford expressed concern about the lack of conversation with people in the west valley concerning the depressed section east of the Loop 101 stack. Mr. Hayden said there has been direct dialogue between Mayor Cavanaugh and ADOT's Director and financial staff about viable financing alternatives. The South Mountain Freeway west side connector will add an additional level of traffic. The process is very complex and involves engineering, financial and environmental issues. Funding is the single biggest deterrent for moving forward with the project.
- Mr. Lance said the RTP includes widening the section from the Loop 101 to I-17 by one more general purpose lane in each direction. We are waiting for two major issues to play out before we start the study, the South Mountain connector and the 50 foot reserve in the I-10 median for possible future transit solutions.
- Mr. Hayden pointed out the I-10 Reliever project is just now in the scoping stage. Preliminary engineering and environmental work is underway. Ultimately, that will provide additional relief, but it will not provide the immediate relief that the west valley cities are seeking.
- Mr. Lunsford said residents around the stadium appear to be confused about the progress being made on the TI at Bethany Home Road. Mr. Hayden said they are acutely aware of the issue. Mr. Lunsford said none of them want the media focusing on the traffic interchange when they get to the Super Bowl.

4. East Valley Pinal County Planning Studies:

Dale Buskirk, ADOT, gave a power point presentation on the US60, Pinal County and Williams Gateway Corridor Definition Studies. He explained the Corridor Definition Studies were intended to address long-range transportation needs in rapidly growing areas of Pinal County. Initially, ADOT examined population, employment and travel demands in 2030 and forecasted the need for future capacity. ADOT also reviewed environmental, geographic and community constraints. ADOT met with the public to review its findings and changed its recommendation based on input from the public to focus on build-out. The study demonstrates the need to integrate land-use policies with future transportation planning. ADOT's Director and Communication and Community Partnerships Director, and he met with an extensive list of stakeholders and another round of public meetings were held. State land is a significant variable in how western Pinal County develops so they worked closely with the State Land Department to determine their development plans. There has been significant land use development in the Gold Canyon area; therefore, they are looking at rerouting the US60 in that area. The Design Concept Report and Environmental Statement is in our Five-Year Construction Program for FY 2006. We are recommending the Williams Gateway as a freeway. Approximately one third of the freeway is located in Maricopa County so MAG looked at more precisely locating that corridor within Maricopa County as part of the Corridor Definition Study. The north/south freeway is forked at the end because they were unable at the planning level to identify which of the two alternatives was preferable. We are now doing a separate analysis of just those alternatives. The traffic model developed as part of the study indicated the need for future State highways to meet travel demand in the fairly distant future. As Pinal County continues to grow, the State system, which is primarily a two lane State highway, will need to be expanded to meet growth. Therefore, the State infrastructure they see being necessary at build out includes the construction of several new freeways as well as significant upgrading of existing State highways. Their recommendations deal with State facilities and the system only works if they have a mature local arterial system. The recommendations reflect general planning level corridors, not exact alignments. The alignments will be determined by future studies based on demand, level of build-out and engineering feasibility. The north/south corridor option will be recommended to the State Transportation Board in 2006, following additional study. Continuing coordination and cooperation are needed to create an integrated regional transportation system. Pinal County understands they will have to participate with ADOT in addressing the transportation challenges that high growth creates. We are looking at coordinating land use planning with State and local transportation planning. ADOT is working with the county and local governments through its Small Area Transportation Studies Program. A formal resolution will be presented to the Board requesting adoption of the recommendations developed by the Corridor Definition Studies into the MoveAZ Long-Range Transportation Plan. By formally incorporating them into MoveAZ, they can legally continue to do the studies necessary to develop the transportation system in Pinal County.

The following questions and comments were made:

- Chairperson Arnett asked if both options for the north/south freeway could be developed. Mr. Buskirk explained neither the conceptual freeway nor State highway systems for northern Pinal County are funded. Funding will not likely allow them to support both options.
- Mr. Crowley said Queen Creek has been asking ADOT to address Hunt Highway, but he does not see it as part of their recommendations. Mr. Hayden clarified that Queen Creek's request for Hunt Highway is not part of their recommendations. Chairperson Arnett said a

lot of conversations have taken place in an attempt to get an east/west corridor, but there are problems all along the alignment.

- Board Member asked: What is Pinal County's current and projected population. Mr. Buskirk did not have the figures in hand; stating, while they know the area will grow rapidly, they do not know how rapidly. Build out could occur within 15 to 20 years, or it might take 40 years. The State transportation system will accommodate and meet the transportation demands for this portion of Pinal County even after full build-out. Chairperson Arnett said there are currently about 370,000 residents in all of Pinal County; however, 500,000 lots have been approved or are in the process of being approved. The Superstition Vistas area will add another 1 million people. No one knows how quickly development will occur, but it is projected Pinal County's population by 2040 will be 2 to 3.5 million. Chairperson Arnett suggested they go through the same process for the far west side of Pinal County and Yavapai County to the north. Mr. Buskirk explained one of their rationales for laying out the system is to protect right-of-way.

5. Status of RTP Funding for Litter, Landscaping and Sweeping:

John Hauskins, ADOT, gave a power point presentation on the status of RTP funding on Litter, Landscaping and Sweeping. He stated the Maintenance Program includes funding for litter, landscaping, sweeping, prevention and education. In terms of litter, the proposed program calls for weekly pickups in urban and suburban areas, more crews assigned to urban and suburban areas, and hot spot crews on call for same-day response. With regard to landscaping, the proposed program includes additional trimming for aesthetics, more weed control, and the clean-up of less visible areas. The sweeping portion of the program calls for increased urban sweeping in sensitive areas with PM-10 Compliant Sweepers and additional sweeping in non-urban areas where curbs are installed. The proposed prevention and education component includes \$300,000 to be administered by ADOT and MAG. The program started January 30, 2006 with the first litter crew. By the end of the week, at least three new litter pickup crews will be working in the East Valley and West Valley with five to seven more planned in the coming weeks.

Members asked the following questions and made the following comments:

- Chairperson Arnett asked how hot spots were identified. Mr. Hauskins said hot spots include areas for which they receive more phone calls or in which staff sees increased litter needs.
- Mr. Davis asked how much does freeway Sponsorship costs and what distance does a sponsorship cover? Also, if they actively seek participation by businesses. Mr. Hauskins said sponsoring one mile of freeway costs about \$5,000 per year and they do actively promote sponsorships.
- Board Member asked: What kind of fines are imposed on those who litter and how will they track violators. Mr. Lance said, while State law currently allows litter fining of up to \$500, DPS considers littering a low priority. When a ticket is issued, the court significantly reduces the fine which acts as less of a deterrent. It was suggested they give violators a stick and require them to clean up a mile of the freeway. Mr. Hauskins noted a similar program used for graffiti offenders has been quite successful.
- Board Member asked: Does ADOT's website identifies areas available for sponsorship. Mr. Hauskins responded yes.
- Board Member asked: How will ADOT educate the public on the issue. Also, if the Department has a litter report hotline. Mr. Hauskins explained the Communications and Community

Partnership Office is charged with formulating a plan for educating the public on the proposed program. People can call a number to report littering, however, they are working on a reporting process that will allow them to better track calls, measure effectiveness, and inspect areas of the freeway.

- Mr. Crowley asked if cameras located on freeways will be used as tools to identify violators. Mr. Hauskins explained the cameras on the freeway are predominately used for incident management and, given the number of incidents; operators do not have time to monitor littering. However, they are interested in creative ideas for resolving the issue.
- Board Member commented: An article published by a university that indicated 70 percent of littering comes from pickup trucks and 77 percent is done by males 30 to 35 years of age. Mr. Hauskins assured the Committee that they take studies done by other agencies into consideration.
- Board Member commented: It is appalling that 50 percent of drivers feel it is acceptable to litter. Education by television, radio and print media will be crucial. Mr. Hauskins agreed, stating they need to reinstitute the anti-litter campaigns used in past years.

6. Legislative HURF Transfer:

Jack Lunsford, CTOC, said the legislature has swept a variety of funds in an attempt to balance the state budget, with as much as \$800 million coming from the HURF Fund and VLT. The funds will not be returned all at once, but there was clearly an understanding after last year's transfer of \$118 million from HURF to the General Fund that the legislature would restore at least that amount. Several bills have been introduced and upon CTOC's decision they could endorse repaying the \$118 million to HURF. One way in which communities can participate locally in funding freeway acceleration is to have greater bonding authority within the municipalities themselves. Public Safety and Transportation issues are currently funded out of the cap of 6 percent of the city's assessed value, but a bill introduced last year would let citizens of the cities determine if they wanted to move those issues to the 20 percent cap.

Board Member commented: Mr. Lunsford and Chairperson Arnett are better informed on the issue than any other member. He suggested Mr. Lunsford and Chairperson Arnett work together on the issue.

A motion to support the restoration of \$118 million to HURF from the State General Fund by the 2006 Legislature and to endorse HCR2001 was made by Mr. Lunsford. The motion was seconded by Mr. Davis.

Chairperson Arnett opened the issue up for public comment.

Dianne "D.D." Barker, Citizen, said she considers the idea of raising bonding capacity from six to 20 percent a very serious issue. She explained at the 20 percent range they are looking at enterprise districts that have facility charges and revenues. She said they should at least have some dialog on the issue before taking it to the voters.

William "Blue" Crowley, Citizen, said Mr. Hayden failed to make a legislative report during his presentation. He stated he supports both issues, but the Committee's bylaws say nothing about their responsibility to advise the legislature. He said staff needs to advise the various committees on legislative matters, but it should be done on a proactive basis rather than a reactive basis.

Mr. Lunsford said the Committee can still take the action and simply not list the legislature in the letter. With regard to Ms. Barker's point, he pointed out there are at least two votes within the process, one that informs the public statewide that cities can now put the issue before their voters and a second that is specific to each community.

Mr. Hayden said a representative from their Legislative Liaison was present to give the Committee an update on transportation, financial and other bills of interest. Unfortunately, that person had to leave due to an emergency.

Mr. Martin noted they created legislation about six years ago that gave cities the authority to issue up to \$100 million in bonds to advance state highways.

Chairperson Arnett said they looked at the possibility of adding another \$250 million to the HELP bill, but it was not considered practical.

Upon a call for the question, the motion passed unanimously.

Chairperson Arnett asked Mr. Hayden to craft a draft letter indicating the committee's position. Mr. Hayden said he will with the proviso that he first review the issue with administrative personnel and the Director.

7. Call to the Public:

Dianne "D.D." Barker, citizen, submitted and asked the Chairperson to forward her written request to MAG and RPTA. She explained she has three concerns: 1) Mr. McKnight understood after talking with the Board of Supervisors that they were having a difficult time filling a position in District 5. She pointed out the members of the Committee are all white men of active age, stating there are other concerned people and they should not dispel anyone because of their minority status. 2) Mr. Ryan does not come any more because he feels what he says falls on deaf ears. There is an arm that can take the citizens' written suggestions or complaints forward, but he does not see that. She comes to the Committee as a minority woman and as a concerned citizen. 3) Valley Metro Rail wants \$750,000 for ADOT to build in Tempe. RPTA is an arm of Valley Metro Rail and their contingency fees are really down and two-thirds of the money will be put into invoices from ADOT. The biggest segment is coming on their contingency. While she would like to see a train, she does not like the proposed idea. The community needs to dialogue on what is needed and how to fund it. She asked Chairperson Arnett to find out how they secured the 50/50 federal match. Phoenix sent \$400,000 from Sky Harbor in 2000 and that paid the initial MIS. Throughout the process they were going for the environment, which was paid from CMAQ Funds. She said she has documentation to back up her concerns and she cannot sleep at night because of her concerns.

Chairperson Arnett directed staff to look into the issues raised by Ms. Barker and to report back to the Committee.

William "Blue" Crowley, citizen, said bus routes have been increased all the way to Avondale, but the increased routes were not included in the bus book. He mentioned at the last CTOC meeting that only 1,800 of the 6,914 bus stops have shelters. He said instead of providing more bus shelters they covered

318 parking spaces at the 79th Avenue Park and Ride and 185 parking spaces at 25th Avenue and Mountain View lot. The lease for the transit center ends in 2011. Will they simply abandon the \$5 million put in there to cover the 185 parking spaces? One of the reasons they are there is to achieve a better quality of life for the entire region. Mr. Crowley submitted copies of last year's violations, pointing out there were six within the last month. He noted they are only allowed six violations over a three year period. They need to look at the entire equation, bicycles, pedestrians, and transit. When he asked a staff member about funding for bus stops, he was told Congressman Pastor does not like to cut ribbons at bus stops. He called Congressman Pastor to ask if that is the situation and was told it was not. Rather than spending \$7.9 million on design of a transit center that does not even connect with the other transit center, he wants CTOC to make a motion that will stop that kind of activity. On May 29, 1986 he went to a lottery and federally funded public hearing for the I-10 tunnel and at that time he asked where lottery funds go and the head of Phoenix Transit was unable to answer his question. He was told to ask the Lottery. They need to address the white elephant and be intermodal. They need to address the bus stops before they cover one more parking space.

9. Next Scheduled Meeting:

Friday, March 10, 2006, 12:00 noon
Joint Public Hearing at MAG
302 North 1st Avenue
Phoenix, AZ 85003

10. CTOC Member Reports:

Mr. Hayden thanked Mr. Lykins for his six years of service to the citizens of Maricopa County by serving on the Citizen's Transportation Oversight Committee.

Mr. Hayden announced Chairperson Arnett will be honored in February as one of two Mesa residents selected as a "2005 Citizen of the Year" for his service to the community. He said Mr. Arnett is currently the Executive Director of the East Valley Partnership, former Chairperson and six year member of the State Transportation Board, has held numerous positions in Administration of the Boy Scouts of America, has been elected to numerous positions in the Mesa Rotary Club, is involved with the Mesa City Parks and Recreation Department, and has a long and distinguished record as an appointee, elected official and member of the LDS Church in Mesa.

Chairperson Arnett said he started his journey in January 1996 and this represents his tenth year of service to the MAG Regional Council. ADOT is a wonderful agency and ADOT staff has been very kind to him over the years.

11. Closing comments and Adjournment:

Meeting adjourned at 6:30 p.m.